

1998 AMERICAN PILOTS ASSOCIATION CONVENTION  
PREPARING THE U.S. MARINE TRANSPORTATION SYSTEM FOR  
THE FOR THE 21<sup>ST</sup> CENTURY – THE ROLE OF PILOTAGE  
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**INTRODUCTION**

ALOHA!

VICE CHAIRMAN FRANCIS, CAPTAIN SPARKS.

LADIES AND GENTLEMEN. IT IS INDEED A DISTINCT PLEASURE  
AND HONOR TO BE A SPEAKER AT YOUR 1998 APA  
CONVENTION. MY THANKS TO CAPTAIN JACK SPARKS  
AND APA FOR INVITING ME. MAUI IS A TERRIFIC  
LOCATION. YESTERDAY I FOUND A SMALL COAST GUARD  
STATION AT MAALEA HARBOR A FEW MILES UP THE  
COAST. I WISH I KNEW ABOUT IT 30 YEARS AGO – MY  
CAREER MAY HAVE BEEN DIFFERENT.

WASHINGTON, DC HAS BEEN DESCRIBED AS 36 SQUARE MILES  
OF BUREAUCRACY SURROUNDED BY REALITY – SO ITS  
GOOD TO BE OUT HERE IN THE WORLD OF REALITY TO SEE  
AND HEAR THINGS FROM YOUR PERSPECTIVE.

THE COAST GUARD ENJOYS A VERY GOOD WORKING  
RELATIONSHIP WITH THE AMERICAN PILOTS'  
ASSOCIATION. I'VE WORKED CLOSELY WITH MANY OF  
YOU AT THE PORT AND NATIONAL LEVEL. WE'VE  
WORKED MANY DIFFICULT ISSUES TO A MUTUALLY  
SATISFACTORY END – AND THERE WILL BE MORE, I  
EXPECT.

YOUR WORK WITH OUR LOCAL COAST GUARD UNITS TOWARD  
OUR COMMON GOALS IN MARITIME SAFETY AND MARINE  
ENVIRONMENTAL PROTECTION IS COMMENDABLE AND  
ESSENTIAL IF WE ARE TO MAINTAIN SAFE WATERWAYS.  
THANK YOU ALL FOR YOUR EFFORTS IN THAT AREA.

THIS YEAR'S BIENNIAL CONFERENCE IS A VERY TIMELY ONE  
FOR US AS IT WILL ALLOW ME TO TELL YOU ABOUT WHAT  
THE COAST GUARD, DEPARTMENT OF TRANSPORTATION,  
AND OTHER FEDERAL AGENCIES ARE DOING, AS A TEAM,  
ABOUT WATERWAYS, PORTS AND INTERMODAL  
CONNECTIONS.

IN PARTICULAR, I'LL TALK ABOUT THE ROLE OF PILOTAGE IN OUR MARINE TRANSPORTATION SYSTEM; WHERE, I BELIEVE, WE STAND AS A NATION RELATIVE TO WATERWAYS, PORTS AND INTERMODAL CONNECTIONS; AND WHAT WE ARE DOING TO MEET THE CHALLENGES WE FACE IN THE 21<sup>ST</sup> CENTURY.

### **MTS TODAY**

YOU ALL KNOW THAT THE MARINE TRANSPORTATION AND MARITIME INFRASTRUCTURE OF THE U.S. IS VITAL TO OUR INTERMODAL NATIONAL TRANSPORTATION SYSTEM, AND ULTIMATELY THE NATIONAL INTEREST.

IT'S SAID THAT STATISTICS ARE JUST NUMBERS IN SEARCH OF AN ARGUMENT. WELL HERE ARE SOME IMPRESSIVE NUMBERS THAT FORM A PRETTY GOOD ARGUMENT FOR A ROBUST MTS:

- OVER TWO BILLION METRIC TONS OF CARGO WORTH OVER ONE TRILLION DOLLARS TRANSIT OUR WATERWAYS ANNUALLY.
- 10 MILLION BARRELS OF OIL ARE IMPORTED DAILY, ALMOST ALL OF IT BY WATER.
- EXCLUDING MEXICO AND CANADA, 95% OF OUR FOREIGN TRADE AND 25% OF OUR DOMESTIC TRADE DEPENDS ON MARITIME TRANSPORTATION.

- OVER 90 MILLION PASSENGERS EMBARK FERRIES, CRUISE SHIPS, GAMING VESSELS AND TOUR SHIPS FROM U.S. PORTS.
- OVER 26,000 COMMERCIAL FISHING VESSELS HARVEST FOOD FROM THE SEA.
- AND TENS OF MILLIONS OF AMERICANS USE THE NATION'S 20 MILLION RECREATIONAL BOATS.
- MARINE TRANSPORTATION AND INFRASTRUCTURE CONTRIBUTES OVER 78 BILLION DOLLARS TO THE U.S. GROSS DOMESTIC PRODUCT AND GENERATES 16 MILLIONS JOBS
- 95% OF ALL WEAPONS, SUPPLIES AND U.S. FORCES WERE TRANSPORTED VIA SHIPS DURING DESERT STORM.

WE ARE CLEARLY DEPENDENT ON THE MTS - AS AN ELEMENT OF THE NATIONAL TRANSPORTATION SYSTEM - TO PROVIDE SAFE, SECURE, ENVIRONMENTALLY SOUND AND EFFICIENT TRANSPORTATION.

## ROLE OF PILOTAGE

PILOTAGE HAS ALWAYS BEEN A VITAL LINK IN THE MARITIME TRANSPORTATION SYSTEM AND WATERWAYS NAVIGATION SAFETY. PILOTAGE WAS PROVIDING FOR SAFE NAVIGATION LONG BEFORE OUR ATON SYSTEM AS WE KNOW IT TODAY; AND OFTEN IT WAS THE ONLY MEANS TO PROVIDE FOR SAFE NAVIGATION FROM THE SEA INTO PORT AREAS. IT WAS THE SYSTEM.

IT WAS NOT UNTIL 1848 THAT A STANDARD BUOY SYSTEM – THE LATERAL SYSTEM - WAS DEVELOPED. AND NOTEWORTHY, I BELIEVE, IS THAT THIS CAME ABOUT FROM CONCERNS EXPRESSED BY PILOTS.

PILOTAGE REMAINS A VITAL LINK TODAY AS AN ESSENTIAL ELEMENT OF A BROADER, MORE COMPLEX NAVIGATION SAFETY SYSTEM. STATISTICALLY, SOMETHING LIKE 80% OF MARINE CASUALTIES ARE CAUSED BY HUMAN ELEMENT FAILURE. SO BY IMPROVING HUMAN ELEMENT PERFORMANCE WE CAN PREVENT UP TO 80% OF THE CASUALTIES. PILOTAGE IS AN ASSET – A POSITIVE INFLUENCE ON THE HUMAN ELEMENT. AND PILOTS PROVIDE LOCAL KNOWLEDGE NOT ONLY TO VISITING SHIP MASTERS BUT ALSO TO THE COAST GUARD AND GREATER PORT COMMUNITY.

### PILOT ACTIVISM

IN ADDITION TO THE PRACTICE OF PILOTING, PILOTS AND THE AMERICAN PILOT ASSOCIATION HAVE BEEN ACTIVELY INVOLVED IN NUMEROUS INITIATIVES ASHORE THAT ARE IMPROVING NAVIGATION SAFETY AS WELL AS FACILITATING COMMERCE IN OUR PORTS AND ON OUR WATERWAYS.

I WOULD LIKE TO HIGHLIGHT A FEW OF THOSE HERE.

### MASTER-PILOT INFO EXCHANGE

COAST GUARD, MARAD AND APA JOINTLY SPONSORED THE *MASTER-PILOT INFORMATION EXCHANGE WORKSHOP* IN JULY 1997 OUT OF WHICH CONSENSUS WAS DEVELOPED THAT THERE SHOULD BE SOME STANDARDS SET THAT WOULD REFLECT THE MINIMUM INFORMATION EXCHANGE REQUIRED BETWEEN MASTERS AND PILOTS. THERE WAS ALSO A GREAT DEAL OF DISCUSSION ON PASSAGE PLANNING BY PILOTS AND MASTERS.

THESE WORKSHOP RESULTS WERE PROVIDED AS INPUT TO A U.S. PAPER SUBMITTED TO THE 29<sup>TH</sup> SESSION OF IMO'S STW SUB-COMMITTEE IN JANUARY OF THIS YEAR. AND THESE RESULTS WILL CONTINUE TO INFLUENCE THE DEVELOPMENT OF A NEW IMO RESOLUTION ON PILOTAGE, BUILDING ON AN EXISTING RESOLUTION.

### MERPAC / HARBOR SAFETY COMMITTEES

A SECOND HIGHLIGHT HAS BEEN THE ACTIVE AND INTEGRAL PARTICIPATION OF PILOTS ON MERPAC AS WELL AS INDIVIDUAL HARBOR SAFETY COMMITTEES. OF NOTE, CAPT ANDREW MCGOVERN OF THE NEW JERSEY – SANDY HOOK PILOTS LED THE MERPAC’S STUDY ON SOLO BRIDGE WATCHKEEPING AT NIGHT WHICH RESULTED IN A REPORT STRONGLY OPPOSING SUCH PRACTICE. THAT REPORT PROVIDED A SOUND BASIS FOR OUR ARGUMENT AT MSC 69 TO CEASE THE PRACTICE AND OUR SIDE CARRIED THE DAY.

### ELECTRONIC CHARTS

PILOTS HAVE ALSO PARTICIPATED IN THE PROCESS OF DEVELOPING ELECTRONIC CHARTING THROUGH THEIR MEMBERSHIP ON NAVSAC, PARTICIPATION AT A WORKSHOP PUT ON BY THE LAKE CARRIERS ASSOCIATION, AND IMPA’S INVOLVEMENT AT THE IMO LEVEL.

STATE PILOT ORGANIZATIONS AROUND THE COUNTRY HAVE BEEN ON THE CUTTING EDGE OF ELECTRONIC CHARTING AND THE USE OF LAPTOP COMPUTERS. I PERSONALLY HAD THE OPPORTUNITY TO SEE A DEMONSTRATION OF THE BAY AND RIVER DELAWARE PILOTS IMPRESSIVE WORK.

PAWSS/AIS

PILOTS HAVE BEEN AND WILL CONTINUE TO BE HEAVILY INVOLVED IN OUR PORTS AND WATERWAYS SAFETY SYSTEM PROJECT – ALSO KNOWN AS PAWSS – AT THE NATIONAL LEVEL IN NEW ORLEANS. THIS INITIATIVE FOCUSES ON DEVELOPMENT OF AN AIS BASED VTS BUT ALSO SEEKS TO IMPROVE OUR MANAGEMENT OF VESSEL TRAFFIC WITHIN OUR PORTS AND WATERWAYS MORE WIDELY.

THE AUTOMATIC IDENTIFICATION SYSTEM – OR AIS - AS MANY OF YOU KNOW, IS BASED UPON VOICELESS TRANSPONDER TECHNOLOGY. IT CONSISTS OF DGPS BASED TRANSPONDERS AND DISPLAYS CARRIED ON BOARD VESSELS THAT PROVIDE INFORMATION SUCH AS VESSEL NAME, POSITION, COURSE AND SPEED, AND DESTINATION. THE INFORMATION IS PROVIDED SHIP TO SHIP, SHIP TO SHORE, AND SHORE TO SHIP IN A VTS COVERAGE AREA.



THROUGH THE PAWSS PROJECT, THE COAST GUARD, OTHER GOVERNMENT AGENCIES, AND INDUSTRY STAKEHOLDERS – INCLUDING PILOTS - ARE WORKING TOGETHER AND, THROUGH THE LOCAL CAPTAIN OF THE PORT, WILL CONDUCT U.S. PORT ASSESSMENTS, INCLUDING A LOOK AT RISK FACTORS SUCH AS TRAFFIC PATTERNS, HYDROLOGICAL, GEOLOGICAL, WEATHER, HISTORICAL ACCIDENT RATES, AND CURRENT AND AVAILABLE NAVIGATION SAFETY ACTIVITIES THAT OFFSET THESE RISKS, SUCH AS TRADITIONAL AIDS TO NAVIGATION; TRAFFIC SEPARATION SCHEMES; EXISTING VESSEL TRAFFIC SERVICES; PORTS AND PILOTAGE REQUIREMENTS.

ULTIMATELY, OUR ASSESSMENT EFFORTS WILL CONCENTRATE WATERWAYS SAFETY IMPROVEMENTS IN THOSE AREAS WITH THE GREATEST NEED USING TRADITIONAL METHODS FIRST: ATON AND TRAFFIC SEPARATION SCHEMES, THEN LOOK AT OTHER NEEDS SUCH AS CHANNEL CONFIGURATION AND DIMENSIONS. VTS/AIS WOULD BE INSTALLED ONLY WHERE REQUIRED.

AIS WILL SIGNIFICANTLY EXPAND THE INFORMATION AVAILABLE TO THE MARINER – THE HUMAN ELEMENT. ULTIMATELY, AIS HAS POTENTIAL, THROUGH IMPLEMENTATION OF A BROAD CARRIAGE REQUIREMENT, TO ADDRESS MANY TRAFFIC PROBLEMS BY IMPROVING THE MARINER’S AWARENESS OF SURROUNDING VESSELS – WHETHER IN A VTS AREA OR NOT – THROUGH SHIP TO SHIP TRANSMISSIONS.

PILOT ASSOCIATIONS THAT OPERATE BETWEEN THE GULF AND BATON ROUGE IN THE LOWER MISSISSIPPI RIVER ARE ACTIVELY PARTICIPATING IN TESTING THE CARRY ABOARD AIS TRANSPONDER IN THE NEW ORLEANS PROJECT - PART OF A COAST GUARD PURCHASE OF 100 UNITS - THE FIRST FIELD IMPLEMENTATION OF THIS SYSTEM. I AM PLEASED TO NOTE THAT THE NEW ORLEANS PROTOTYPE IMPLEMENTATION IS CURRENTLY ON SCHEDULE. THE PILOTS DESERVE GREAT CREDIT FOR THEIR PART IN THE DESIGN OF A USER ORIENTED SYSTEM.

ONLY AFTER WE AND THE USERS – INCLUDING THE PILOTS –  
ARE SATISFIED THAT THE SYSTEM PROVIDES  
INFORMATION FOR MARINERS AS ENVISIONED, WILL  
PARTICIPATION BECOME MANDATORY AND  
CONSIDERATION GIVEN TO IMPLEMENTING AIS  
ELSEWHERE – AND ONLY WHERE OUR GOVERNMENT/USER  
PAWSA PROCESS SAYS ADDITIONAL VTS'S ARE NEEDED.

WE ARE DRIVING THE PROCESS AT IMO TOWARD  
INTERNATIONAL STANDARDS FOR AIS.

### **MTS TRENDS**

EARLIER, I MENTIONED THAT OUR MARINE TRANSPORTATION  
SYSTEM AND INFRASTRUCTURE IS CRITICAL TO OUR  
NATIONAL WELL-BEING.

HOWEVER, THE U.S. IS AT A CRITICAL JUNCTURE, A FORK IN THE  
ROAD PERHAPS, WITH RESPECT TO THE FUTURE OF PORTS  
AND WATERWAYS INFRASTRUCTURE. MANY OF OUR  
PORTS AND WATERWAYS IN THE U.S. HAVE AGING  
INFRASTRUCTURE AND MAY NO LONGER BE UP TO WORLD  
CLASS STANDARDS. INSTEAD, THEY MAY BE REDUCING  
U.S. COMPETITIVENESS AND INCREASING RISKS TO  
SAFETY AND THE MARINE ENVIRONMENT.

OUR MARITIME INFRASTRUCTURE IS MORE THAN WHARVES, PIERS AND WAREHOUSES. INFRASTRUCTURE ALSO INCLUDES NATURAL AND MAINTAINED CHANNELS, ANCHORAGES, LOCKS, NAVIGATION SYSTEMS, CHARTING, BRIDGES, TERMINALS, AND RAIL AND HIGHWAY CONNECTIONS - ALL THOSE THINGS THAT ALLOW AND FACILITATE SAFE NAVIGATION.

AND IT RANGES FROM THE COASTAL ZONE, THROUGH OUR INLAND WATERWAYS, INCLUDING THE GREAT LAKES AND WESTERN RIVERS OF OUR HEARTLAND. IT'S A "SYSTEM" OF PORTS AND WATERWAYS AND INTERMODAL CONNECTIONS – INLAND AND COASTAL.

AND, OUR MARITIME INFRASTRUCTURE IS UNDER STRESS AND THE STRESS IS INCREASING. LET'S CONSIDER SOME TRENDS AND CONCERNS AS WE MOVE INTO THE NEXT CENTURY:

- INCREASED TRAFFIC ON OUR WATERWAYS OF ALL TYPES; WORLD MARITIME TRADE IS EXPECTED TO INCREASE SIGNIFICANTLY (TWO TO THREE TIMES) BY THE YEAR 2020. WILL OUR NATION'S PORTS, WATERWAYS AND INTERMODAL CONNECTIONS BE ABLE TO CARRY THE LOAD IN A SAFE AND EFFICIENT MANNER?

- PROJECTED INCREASE IN THE USE OF PASSENGER VESSELS, ESPECIALLY FERRIES. AT THE SAME TIME COMMERCIAL CARGO TRAFFIC IS EXPANDING, RECREATIONAL AND LEISURE USE IS GROWING, AND AN INCREASING NUMBER OF COMMUTERS ARE LOOKING TO HIGH SPEED FERRIES. CAN WE ACCOMODATE ALL OF THESE USERS BY CONDUCTING BUSINESS AS USUAL?
- INCREASED CONCERN BY THE PUBLIC OVER SAFETY AND THE ENVIRONMENT WHICH CAN'T BE IGNORED.
- EMERGING REQUIREMENTS TO PROTECT OUR TRANSPORTATION INFRASTRUCTURE FROM SECURITY THREATS INCLUDING TERRORISM, ATTACKS ON COMPUTER SYSTEMS, AND THE USE OF WEAPONS OF MASS DESTRUCTION IN OUR PORTS.

SUFFICE IT TO SAY THAT MEETING THESE CHALLENGES IS MORE DIFFICULT DUE TO THE FACT THAT OUR WATERWAYS ARE CURRENTLY MANAGED BY A HOST OF FEDERAL AGENCIES INCLUDING COAST GUARD, MARAD, U.S. ARMY CORPS OF ENGINEERS, NOAA, EPA, ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION AND OTHERS.

### **RLS/THEMES**

OVER THE PAST YEAR, WE HAVE BEGUN A SERIOUS EFFORT TO COORDINATE WITH THESE OTHER AGENCIES AS WELL AS TALK WITH STAKEHOLDERS ABOUT THEIR VIEWS ON THE CURRENT AND FUTURE STATE OF OUR WATERWAYS.

WE NEEDED DIRECT STAKEHOLDER INVOLVEMENT - TO ENSURE A CORRECT APPROACH; TO REALLY DETERMINE THE STATUS OF PORTS AND WATERWAYS TODAY; TO DETERMINE THE NEEDS FOR THE NEXT CENTURY; AND TO DETERMINE WHAT NEEDS TO BE DONE TO MEET THOSE NEEDS AT THE LOCAL LEVEL -- THIS IS NOT A WASHINGTON SOLUTION.

LAST SPRING THE COAST GUARD AND MARAD JOINTLY LED SEVEN TWO-DAY REGIONAL LISTENING SESSIONS ON OUR NATION'S MARINE TRANSPORTATION SYSTEM – WATERWAYS, PORTS AND INTERMODAL CONNECTIONS.

I KNOW THAT PILOTS WERE WELL REPRESENTED, PERHAPS BY MANY OF YOU, AT EACH OF THE SESSIONS. ON BEHALF OF THE COAST GUARD AS WELL AS MYSELF PERSONNALLY, I SAY THANK YOU FOR YOUR SUPPORT AND HONEST AND SOUND INPUT DURING THESE SESSIONS.

TRAVELING TO NEW ORLEANS, OAKLAND, NEW YORK, CLEVELAND, ST. LOUIS, CHARLESTON, AND PORTLAND

OREGON, WE LED A COALITION OF FEDERAL AGENCIES I MENTIONED EARLIER. ONE PARTICULARLY STALWART PARTICIPANT FROM NOAA WAS JIM DIXON WHO IS HERE TODAY AND WILL SPEAK ON THURSDAY.

OUR GOAL WAS TO GET INPUT FROM A WIDE CROSS SECTION OF STAKEHOLDERS – INDUSTRY, ENVIRONMENTALISTS, RECREATION BOATERS, FISHERMEN, ETC. - REGARDING THE MOST CRITICAL ISSUES FACING OUR WATERWAYS, PORTS AND INTERMODAL CONNECTIONS. I WAS ABLE TO PERSONALLY PARTICIPATE IN FOUR OF THESE SESSIONS, AND FOUND THEM VERY ENLIGHTENING.

ALTHOUGH SOME OF THE ISSUES RAISED DURING THE REGIONAL SESSIONS SEEMED REGIONAL IN NATURE, WE'VE FOUND THAT OFTEN WHAT APPEARED TO BE REGIONAL ISSUES WERE REALLY NATIONAL ISSUES AS WELL – REGIONS ARE INTERDEPENDENT. FOR EXAMPLE, IN THE WESTERN RIVERS REGION, THE LOCK AND DAM SYSTEM IMPACTS GRAIN SHIPMENTS TO NEW ORLEANS, LA AND THE GULF REGION.

THERE WERE FIFTEEN RECURRING THEMES IN EACH OF THE LISTENING SESSIONS, SOME OF WHICH I WOULD LIKE TO DISCUSS FURTHER. THE FIFTEEN INCLUDE:

COORDINATION

INFORMATION SYSTEMS

CONFLICTS

REGULATIONS

INFRASTRUCTURE

NATIONAL VISION

FUNDING

MEGASHIPS

DREDGING

PARTNERSHIPS

ENVIRONMENT

PUBLIC AWARENESS

SECURITY

HUMAN RESOURCES

TECHNOLOGY

COORDINATION

THE FIRST ISSUE, AND PERHAPS ONE OF THE MOST FREQUENTLY  
RAISED, WAS THE LACK OF COORDINATION. NOT ONLY AT  
THE FEDERAL LEVEL, WHERE AGENCIES DO NOT  
COORDINATE THEIR EFFORTS TO PROVIDE COMMON  
MANAGEMENT OVERSIGHT OF CRITICAL ISSUES, BUT ALSO  
BETWEEN FEDERAL, STATE, LOCAL, AND PUBLIC ENTITIES.



ALSO NOTED FOR NEEDING IMPROVEMENT WAS THE INTERNATIONAL COORDINATION BETWEEN THE U.S. AND CANADA, WHICH OFTEN LEADS TO CONFUSION ABOUT SEAWAY MANAGEMENT POLICIES AND DUPLICATION OF SERVICES.

THERE WAS A DESIRE FOR CREATING REGIONAL FEDERAL AGENCY PARTNERSHIPS AND HARBOR SAFETY COMMITTEES AT THE PORT LEVEL TO BETTER COORDINATE FEDERAL ACTIVITY AND INTERFACE WITH STAKEHOLDERS.

I UNDERSTAND THAT THE ISSUE OF COORDINATION, OR LACK THEREOF, WAS A RECURRING CONCERN VOICED BY PILOTS PARTICIPATING IN THE LISTENING SESSIONS.

#### WATERWAY CONFLICT & CONGESTION

ANOTHER MAJOR ISSUE IS THE CONFLICT OVER LAND AND WATERWAY SPACE. NOTED IS THE FACT THAT WATERFRONT PROPERTY IS BEING INCREASINGLY UTILIZED FOR RESIDENTIAL AND OTHER NON COMMERCIAL ACTIVITIES, AND THE WATERWAYS THEMSELVES ARE BECOMING MORE CONGESTED DUE TO INCREASED USAGE BY ALL KINDS OF VESSELS – FISHING, RECREATIONAL, AND COMMERCIAL.

## INFRASTRUCTURE

THE FACT THAT OUR WATERWAYS ARE CONGESTED AT THIS POINT RAISES SOME SERIOUS QUESTIONS ABOUT THEIR ABILITY TO HANDLE INCREASED LEVELS OF TRAFFIC IN THE FUTURE, ESPECIALLY WITH THE INCREASING SIZE OF CONTAINER AND PASSENGER VESSELS.

ASSOCIATED WITH THIS ARE CRITICAL PARAMETERS SUCH AS CHANNEL DIMENSIONS, CAPACITY LIMITS OF TERMINALS AND INTERMODAL CONNECTIONS, AND BRIDGE CLEARANCES OVER WATERWAYS. LIMITS IN OUR INFRASTRUCTURE WILL HAVE A PROFOUND AFFECT ON OUR MARINE TRANSPORTATION SYSTEM AND OUR ECONOMY.

WE FACE SIGNIFICANT CHALLENGES IN UPGRADING AND MODERNIZING OUR INFRASTRUCTURE. FUNDING AND COORDINATION ARE PROBABLY THE MOST SIGNIFICANT. PROBLEMS IMPACTING DREDGING ARE THE COMPLEX PERMITTING PROCESSES, DISPOSAL SIGHTS, FUNDING, AND ENVIRONMENTAL ISSUES. THERE IS A NEED FOR A STREAMLINED FEDERAL OR STATE DREDGING PERMIT PROCESS, AND DISPOSAL.

## ENVIRONMENT

ENVIRONMENTAL ISSUES ARE NOT LIMITED TO DREDGING ALONE. CONTAMINATION CAN OCCUR FROM SEDIMENTS, NON-INDIGENOUS SPECIES, RESIDUE FROM IMPORTED CONTAINERS, BALLAST WATER, AND CHEMICAL AND FUEL SPILLS, TO NAME A FEW. IT IS IMPORTANT THAT WE STRIVE TO PROTECT OUR WATERWAYS FROM THESE POLLUTANTS, BUT WE MUST ALSO BALANCE THAT WITH U.S. TRADE AND ECONOMIC INTERESTS AS WELL.

## SECURITY

WE WANT OUR WATERWAYS TO BE SAFE FOR ALL USERS. SO WE MUST ALSO REALIZE THAT OUR LEADERSHIP POSITION IN THE WORLD ECONOMY AND POLITICAL ARENAS INCREASES THE POTENTIAL FOR TERRORISM AND CRIMINAL ACTIVITY IN OUR PORTS. WE MUST HAVE A COMPREHENSIVE PLAN TO FIRST, DECREASE THE LIKELIHOOD OF THESE EVENTS OCCURRING, AND THEN TO RESPOND IN THE UNFORTUNATE EVENT IT DOES HAPPEN.

### TECHNOLOGY

TECHNOLOGY IS MOVING FASTER THAN ANY OF US COULD HAVE IMAGINED. THE DEVELOPMENT AND APPLICATION OF TECHNOLOGIES FOR THE MARINE TRANSPORTATION SYSTEM IS PIECE-MEAL AND UNCOORDINATED. APPLICATIONS USUALLY FOCUS ON ONLY ONE ASPECT OF THE SYSTEM AND THE BENEFIT IS NOT OPTIMIZED. ONCE, AGAIN, I REFER TO POOR COORDINATION.

### COMMUNICATION/INFORMATION SYSTEMS

THE MANNER IN WHICH INFORMATION SYSTEMS ARE USED ALSO LIMITS EFFECTIVENESS AND COORDINATION AMONG WATERWAY USERS. RADIO FREQUENCIES ARE CONGESTED, RADIO ETIQUETTE IS POOR, COMMUNICATIONS SYSTEMS ARE INCOMPATIBLE, AND DATA SYSTEMS FOR NAVIGATION, ENVIRONMENTAL CONDITIONS, AND VESSEL MANAGEMENT DO NOT PROVIDE USERS WITH THE INFORMATION THEY NEED TO OPERATE SAFELY AND EFFICIENTLY.

### MTS CONFERENCE

THE FEEDBACK GATHERED FROM THE SEVEN LISTENING SESSIONS HAVE FORMED THE BASIS FOR A NATIONAL MARITIME TRANSPORTATION SYSTEM CONFERENCE TO BE HOSTED BY SECRETARY SLATER IN NOVEMBER.

PARTICIPATING IN THIS CONFERENCE ALONG WITH BE SECRETARY SLATER AND OTHER AGENCY SENIOR EXECUTIVES, WILL BE REPRESENTATIVES OF LOCAL GOVERNMENT, INDUSTRY, AND A BROAD RANGE OF INTEREST AND STAKEHOLDER GROUPS - INCLUDING SOME OF THE REGIONAL LISTENING SESSION PARTICIPANTS. IN FACT, CAPTAIN SPARKS HAS BEEN INVITED AND WILL BE ATTENDING AS WELL.

THE OBJECTIVES THAT WE WANT TO ACHIEVE AT THE MARINE TRANSPORTATION SYSTEM CONFERENCE ARE, I BELIEVE, VERY MUCH A NEEDED STEP DOWN THE RIGHT PATH. THEY INCLUDE BOTH PROCESS AND MANAGEMENT, SPECIFIC ISSUES, AND SOME SPECIFIC PROBLEM AREAS.

- FIRST, ACHIEVING A COMMON UNDERSTANDING - BETWEEN GOVERNMENT AND STAKEHOLDERS - OF THE PROBLEMS FACING THE SYSTEM.
- REACH CONSENSUS ON A “VISION” - AND A COMPREHENSIVE DESCRIPTION - OF THE MTS FOR THE YEAR 2020.

- ESTABLISH A MANAGEMENT SYSTEM FRAMEWORK FOR THE MARINE TRANSPORTATION SYSTEM THAT INCLUDES: A MECHANISM FOR IMPROVED FEDERAL AND STAKEHOLDER COORDINATION IN PLANNING, OPERATIONS, FUNDING, AND DEVELOPMENT OF THE MTS AT THE NATIONAL, REGIONAL AND LOCAL LEVELS.
- WORK KEY ISSUES NOTED ABOVE THAT WERE IDENTIFIED DURING THE REGIONAL LISTENING SESSIONS.
- AND FINALLY, OBTAIN COMMITMENT FOR FOLLOW-UP ACTION AND MANAGE IT THROUGH THE MANAGEMENT MECHANISM THAT I MENTIONED EARLIER.

THE NATIONAL CONFERENCE (AND THE REGIONAL LISTENING SESSIONS) MARK THE BEGINNING OF A PROCESS. WE WILL SEE MANY ORGANIZATIONS IN AND OUTSIDE OF THE VARIOUS LEVELS OF GOVERNMENT WORKING ALONG WITH STAKEHOLDERS TO IMPROVE THE NATION'S MARINE TRANSPORTATION SYSTEM, AND BRING US TOWARDS ACHIEVEMENT OF OUR NATIONAL VISION FOR THE SYSTEM.

SO WHAT IS OUR VISION OF THE U.S. MARINE TRANSPORTATION SYSTEM? IT IS SAFE, ECONOMICALLY SOUND WORLD CLASS PORTS, WATERWAYS AND INTERMODAL CONNECTIONS THAT PROVIDE NATIONAL SECURITY AND IMPROVE COMPETITIVENESS IN THE GLOBAL MARKET.

ALTHOUGH WE ARE BEGINNING THE PROCESS IN WASHINGTON, DC, THE ULTIMATE SOLUTIONS MUST BE AT THE REGIONAL/LOCAL LEVEL.

AS THE INFRASTRUCTURE FOR THE 21<sup>ST</sup> CENTURY EVOLVES WHAT WILL BE THE ROLE OF PILOTAGE? WHAT NEW TECHNOLOGIES WILL WE BE LEVERAGING? WHATEVER IT IS, TECHNOLOGY WILL NOT REPLACE MORE PEOPLE BUT SIMPLY PROVIDE BETTER INFORMATION FOR MARINERS, INCLUDING PILOTS – THE HUMAN ELEMENT – TO USE. AS TECHNOLOGY AND PORT INFORMATION SYSTEMS MATURE, THE PILOT’S VALUE AS MASTER OF LOCAL KNOWLEDGE AND LIVE INTERFACE BETWEEN VISITING VESSELS AND PORTS AND WATERWAYS INFRASTRUCTURE WILL INCREASE.

PILOTS HAVE BEEN A VITAL LINK TO PORTS AND WATERWAYS SAFETY THROUGHOUT HISTORY, AND WILL CONTINUE TO BE SO IN AN EVER EVOLVING SYSTEM THAT BECOMES MORE COMPLEX AS WE CHART OUR COURSE INTO THE NEXT CENTURY. SHIPS WILL STILL HAVE A REASON TO DISPLAY "HOTEL".

I ALSO BELIEVE THAT THERE ARE TIMELY PARTNERSHIP OPPORTUNITIES FOR THE COAST GUARD AND APA. TOWARD THAT END, YOUR OFFICERS HAVE AGREED TO ENTER INTO A FORMAL PARTNERSHIP AGREEMENT WITH THE U.S. COAST GUARD, AND CAPTAIN SPARKS AND I SIGNED THE AGREEMENT YESTERDAY. IT REPRESENTS AND REFLECTS OUR MUTUAL TRUST AND CONFIDENCE IN OUR ABILITY TO WORK AS A TEAM TO IMPROVE MARITIME SAFETY AND MARINE ENVIRONMENTAL PROTECTION.

I WOULD LIKE TO READ PORTIONS OF THE PARTNERSHIP AGREEMENT:



“THE PURPOSE OF THIS PARTNERSHIP BETWEEN THE AMERICAN PILOTS’ ASSOCIATION AND THE UNITED STATES COAST GUARD IS TO IMPROVE THE COMMUNICATION AND WORKING RELATIONSHIP BETWEEN THE COAST GUARD AND THE APA, ITS MEMBER STATE PILOT ASSOCIATIONS AND STATE PILOTS THROUGHOUT THE UNITED STATES. THE PARTNERSHIP OBJECTIVES ARE TO PROMOTE VESSEL SAFETY AND TO PREVENT DAMAGE TO THE ENVIRONMENT FROM COMMERCIAL VESSEL INCIDENTS. THESE OBJECTIVES HAVE BEEN IDENTIFIED AS STRATEGIC GOALS BY APA’S LEADERSHIP AND ARE INCLUDED WITHIN THE USCG’S “M” BUSINESS PLAN AND PERFORMANCE PLAN UNDER THE GOVERNMENT PERFORMANCE AND RESULTS ACT (GPRA).”

“THE PARTNERS AGREE TO JOINTLY IDENTIFY AND ADDRESS MUTUAL SAFETY GOALS THROUGH A FORMAL EXECUTIVE-LEVEL PARTNERSHIP ACTION TEAM (PAT) WHICH WILL PROVIDE DIRECTION AND LEADERSHIP FOR A COOPERATIVE PROGRAM OF WELL-DEFINED ACTIVITIES. THE PAT WILL DETERMINE THE SAFETY ISSUES TO BE PURSUED THROUGH THE PARTNERSHIP AND DESIGNATE SUPPORTING ELEMENTS AND TEAMS AS MAY BE NECESSARY TO ACHIEVE SHARED OBJECTIVES.”

I WANT TO EXPRESS MY SINCERE APPRECIATION AND THANKS TO YOUR OFFICERS, ESPECIALLY CAPT JACK SPARKS, FOR MAKING THIS PARTNERSHIP AGREEMENT A REALITY.

THERE ARE SEVERAL IMMEDIATE OPPORTUNITIES. WE CAN BUILD UPON THE PAWSS PROJECT NATIONWIDE AND YOUR PURSUIT OF ELECTRONIC CHARTING INITIATIVES. OUR CHALLENGE IS TO ENSURE THE BEST, MOST OPTIMAL USE OF TECHNOLOGY SUCH AS ELECTRONIC CHARTING, AIS, PORTS, ETC. BY BUILDING ON OUR MUTUAL EXPERIENCE TO CREATE INTEROPERABLE OPEN SYSTEMS THAT STILL REFLECT LOCAL USER NEEDS.

ALSO, THE COAST GUARD, TOGETHER WITH THE MARITIME ADMINISTRATION (MARAD), IS DEVELOPING A NATIONAL REPORTING SYSTEM WHICH WILL ENABLE US TO CAPTURE INFORMATION ON NEAR-CASUALTIES AND NEAR-MISS MARINE INCIDENTS. APA CAN ALSO PLAY A SIGNIFICANT ROLE IN THIS PROJECT.

IN SHORT, THE COAST GUARD AND APA CAN WORK TOGETHER TO REDUCE THE HAZARDOUS CONDITIONS FACING OUR MARITIME COMMUNITY AS WELL AS MAKE TECHNOLOGY SERVE US – JUST TO SUGGEST A COUPLE OF ITEMS FOR OUR PARTNERSHIP AGENDA.

I'VE COVERED A LOT OF TERRITORY THIS MORNING, BUT THE CHALLENGES OF THE NEW MILLENIUM FOR OUR MTS STACK UP PRETTY HIGH IF WE'RE TO ATTAIN OUR VISION. AND WE'LL ONLY DO THAT BY WORKING TOGETHER AS NEVER BEFORE.

SECRETARY OF TRANSPORTATION SLATER OFTEN SAYS, "WE HAVE MADE MUCH PROGRESS TOGETHER BUT BEST IS YET TO COME." TODAY I ECHO THOSE WORDS TO YOU. YOU HAVE MADE MUCH PROGRESS TOGETHER BUT THE BEST IS YET TO COME.

I AGAIN WANT TO THANK JACK SPARKS AND APA FOR THE OPPORTUNITY TO ADDRESS YOU.

THIS CONVENTION WILL PROVIDE A GREAT OPPORTUNITY TO PARTNER INFORMALLY AND EXCHANGE VIEWS AS WE WORK TOGETHER ABOUT IMPROVING MARITIME SAFETY AND INFRASTRUCTURE FOR THE 21<sup>ST</sup> CENTURY – MAKE THE MOST OF IT. THANK YOU.